



USS LST-166

Builder: Missouri Valley Bridge & Iron Company, Evansville, Indiana

Commissioned: 22 April 1943

Decommissioned: 3 May 1946

Disposition: Sold for scrap on 3 November 1947.

Length: 327' 9" oa

Beam: 50'

Draft: 1' 6" bow, 7' 5" stern (unloaded); 8' 2" bow, 14' 1" stern (loaded -- at sea); 3' 1" bow, 9' 6" (loaded -- beaching)

Displacement: 1,625 (light); 4,080 (w/ full load of 2,100 tons)

Propulsion: 2 x General Motors 12-567 diesels, twin shafts/rudders

Range: 24,000 nm @ 9 knots

Top Speed: 11.6 knots

Complement: 111

Troops: 163

Armament: 7 x 40mm (single mount); 6 x 20 mm (single mount); 2 x .50-caliber mgs; 4 x .30-caliber mgs

Commanding Officers:

LT Fred B. Bradley: 22 April 1943 -

LT(jg) H. J. Berry, USCGR

LT(jg) John A. Frauerheim, USCGR: 9 August 1944 - 15 November 1944

LT Lloyd L. Anderson, USCGR: 15 November 1944 - 9 May 1946

History:

USS *LST-166*

FLOTILLA 5 - GROUP 14 - DIVISION 26

The Coast Guard-manned USS *LST-166* was laid down on 7 September 1942 at the Missouri Valley Bridge and Iron Company, Evansville, Indiana. She was launched on 1 February 1943 and after being ferried down the Mississippi River to New Orleans, she was commissioned on 22 April 1943 under the command of LT Fred B. Bradley, USCG. She went ashore on her first trip down the Mississippi and had to be pulled off by a tug. At New Orleans more new men came aboard and commenced their training. From New Orleans she proceeded to Panama City, Florida, for an extensive test and training program, then started for Guantanamo, Cuba, and through the Caribbean Sea to Coco Solo, Panama, Canal Zone.

On 21 June 1943, *LST-166* passed through the Panama Canal into the Pacific and proceeded to Guadalcanal via Bora Bora, Society Islands, Suva, Noumea and Bougainville. For the next eight months the LST was busy plying between different islands of the Solomons and Fijis, carrying capacity loads of cargo and personnel, interspersed with typhoons and occasional air raids.

In May of 1944, she arrived at Pearl Harbor and commenced preparations for the Saipan invasion. Luckily she escaped damage in the West Loch explosion and fire there on 21 May 1944. After loading and much drilling she departed Pearl Harbor late in May for Saipan. The last stop en route was Eniwetok in the Marshalls, where last minute details were checked and ships fueled and watered. The LST arrived off Saipan on 15 June 1944 (D-day) and lay off the beach a short way, unloading her LVTs filled with assault troops. For the next few days there was little sleep for any one, unloading by day and retiring to sea night. After a week at Saipan, *LST-166* proceeded to Tarawa and then to San Pedro via Pearl Harbor, arriving 7 August 1944, for a long availability which extended until 29 December 1944. Then she proceeded to San Francisco.

On 8 January 1945, *LST-166* was again heading last with an almost entirely new ship's company, a new paint job and repairs. Proceeding by way of Pearl Harbor, Kwajalein, Eniwetok and Guam she reached Saipan on 18 February 1945, where she unloaded and a toed by for some time during the invasion of Iwo Jima. Late in March she found herself in a large convoy heading for Okinawa. The initial landings on 1 April 1945, were practically unopposed but about 5 April 1945, suicide planes began coming over and general quarters ensued night and day. After weeks she left for Ulithi for repair, having run on a coral head hitting the beach at Okinawa and stove a large hole in her bottom. She was back at Saipan on 9 June 1945.

Proceeding to Okinawa again on 20 June 1945, she returned to Saipan on 15 July 1945. Short trips to Guam and Iwo Jima followed before the war ended on 14 August 1945 while the LST was one day out of Saipan on her return trip. After another trip to Guam, she was off to Nagasaki where she arrived 25 September 1945, then to Leyte, Bogo and San Fernando before landing at Hirowan, Japan, with occupation troops. Returning to Saipan 15 November 1945, she sailed for the United States on 26 November 1945, arriving at San Pedro on 18 December 1945.

She was decommissioned and her Coast Guard crew removed at San Pedro on 3 May 1946. She was struck from the Naval Register on 19 June 1946. She was sold for scrap on 3 November 1947 to Dulien Steel Products, Incorporated, Seattle.

The *LST-166* earned three battle stars for World War II service.



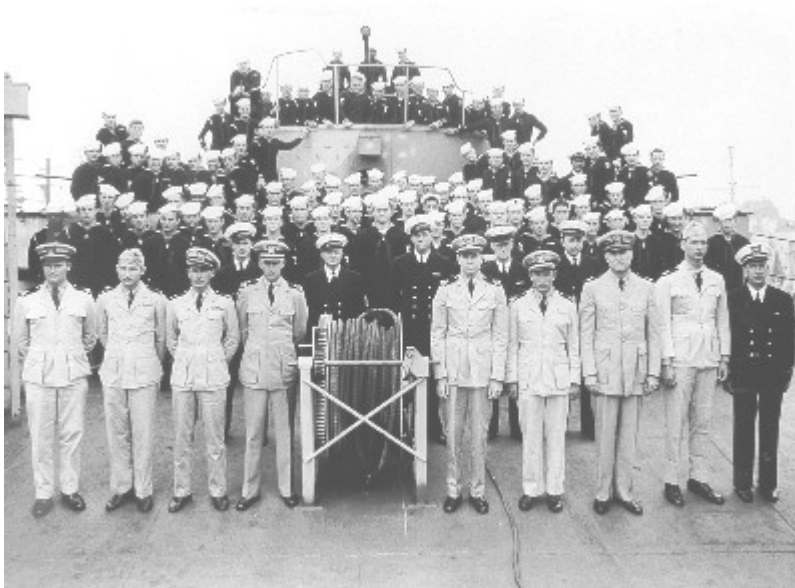
U.S.S. *LST-166*; no official caption/date/photo number;
photo by Kent Hitchcock, Marine and Commercial photographer, Balboa, Canal Zone.



U.S.S. *LST-166*; no official caption/date/photo number; photographer unknown.

A copy of this photo was provided to the Historian's Office by Ben Webster in honor of his brother, Clayton Dale Webster, who served aboard *LST-166*.

Not an official USCG photograph.



No caption/date/photo number; photographer unknown.

Part of the old and new crew of *LST-166*.
Admiral Glenn Thompson 4th officer from right. Alfred Erickson F1/c black dot behind.

Sources:

LST files, Coast Guard Historian's Office.

United States Coast Guard. *The Coast Guard At War. V. Transports and Escorts. Vol. 2.* Washington: Public Information Division, Historical Section, U.S. Coast Guard Headquarters, May 1, 1949, pp. 66-116.

United States Navy. *Dictionary of American Naval Fighting Ships.* Volume VII. Washington: Naval Historical Center, 1981, pp. 574-742.
